

Minneapolis Bicycle and Walking Commute Data

Updated February 2013

Bicycling and Walking Indicators

The City of Minneapolis aims to increase the number of trips made by bicycle or walking among city residents, workers and visitors. This goal has the potential to yield many benefits including lower greenhouse gas emissions, decreased traffic congestion, less maintenance costs for roadways and most importantly, a healthier population.

To determine if Minneapolis is increasing bicycle and walking trips, the City uses two primary indicators: non-motorized traffic counts and commuting, or journey to work data. Since 2007, Minneapolis Public Works has collected data on the number of bicycle and pedestrian trips at consistent locations throughout the city. In addition, the City uses journey to work data collected by the U.S. Census Bureau through the American Community Survey (ACS).

This report highlights the most recent commute data for Minneapolis and provides background on how the data is collected by the Census Bureau, with a focus on ACS data.

Decennial Census and American Community Survey

The U.S. Census Bureau began collecting journey to work data with the 1960 decennial census. Commute mode choice and commute travel times were collected through the 2000 census as part of the decennial long form questionnaire, received by one out of seven households. Beginning in the late 1990s, the Census Bureau began piloting the American Community Survey, a replacement for the long-form questionnaire. From 1997 to 2004, the ACS was piloted in large communities and was operational in 2005, although data for group quarters was not collected until 2006. Commuting data is no longer collected as part of the decennial census.

The ACS strives to gather more frequent and more detailed data, providing coverage in years between the decennial census. While released more frequently, the ACS data is based on a sample - not a direct enumeration of the population. The ACS samples about 250,000 households nationally each month, or about three million households each year.

The ACS collects data on an ongoing basis and releases three types of data estimates: One-year, three-year, and five-year estimates. One-year estimates are released to provide the most current data available. However, because the data is based on just one year, the sample size is relatively small and the margin of error is relatively large. However, sampling over a period of several years increases the sample size and decreases the margin of error. This is the logic behind the three and five-year estimates. One disadvantage to the three and five-year estimates is that the data released are not as current as the one-year estimates.

In Minneapolis, the unweighted sample, or number of individuals sampled is about 5,000 annually. So, a one-year estimate for Minneapolis is based on a sample size of about 5,000. Three-year estimates cover a period of three years, so the sample size is approximately 15,000. Five-year estimates for Minneapolis are based on a sample size of about 25,000.

Results are released during the fall of the following year. For example, one-year estimates for 2011 are released in the fall of 2012 and five-year estimates for 2008-2012 are released in the fall of 2013.

Journey to Work Data

The American Community Survey includes 48 questions on sex, age, income, race, ethnicity, household size and other personal and household attributes. Five questions directly pertain to a person's place of work, means of transportation to work and travel time to work. These questions are directed at workers of age 16 and older who are residents of a given geography - in this case the City of Minneapolis. The survey is administered year-round and uses the previous week as a reference week for this set of questions. The means of transportation to work question asks how the individual *usually* travelled to work in the previous week. If the person usually used more than one mode (e.g., walked two blocks and then took a bus) only the mode used for the greatest distance would be checked.

Because the survey is administered nationally, the survey includes many transportation modes not present in Minneapolis, such as subway and ferryboat. Despite the lack of these modes in Minneapolis, subway and

ferryboat are sometimes checked due to inaccurate responses by participants and variation due to margin of error. Note that “streetcar or trolley car” includes light rail transit.

The journey to work question in the 2011 questionnaire was the following:

Question 31
How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.
<ul style="list-style-type: none"> • Car, truck, or van • Bus or trolley bus • Streetcar or trolley car • Subway or elevated • Railroad • Ferryboat • Taxicab • Motorcycle • Bicycle • Walked • Worked at home - SKIP to question 39a • Other method

To determine carpool status in a car, truck or van, an additional question addresses the number people who rode in the vehicle. The relevant section of the questionnaire and related instruction page are provided in the Appendix. Full questionnaires and documentation are provided on the Census Bureau’s website site.

To simplify analyses for the purpose of this report, some modes are aggregated:

Aggregated Names	ACS Nomenclature
Car	Car, truck, or van (1 occupant)
Carpool	Car, truck, or van (2 or more occupants)
Public transit	Bus or trolley bus
	Streetcar or trolley car
	Subway or elevated
	Railroad
	Ferryboat
Bicycle	Bicycle
Walked	Walked
Worked at home	Worked at home
Other	Taxicab
	Motorcycle
	Other

Survey Limitations

While the ACS provides the most current, consistent and robust dataset on commuting for Minneapolis residents, the survey questions have shortcomings, especially with respect to tracking bicycle and walking trips.

Statistical Survey

The ACS is a statistical survey based on a sample of the population. Results are only an estimate of the population and related attributes and may not reflect the actual attributes of selected geographies and individuals. The Census Bureau releases margins of error with all estimates and thoroughly documents its methodology from every step of survey administration to all statistical computations. Margins of error for all data can be found in the Appendix and a full documentation of methodology can be found on the Census Bureau’s website.

Commuting Trips

The ACS only asks about commuting trips and does not account for recreational trips, trips to school, trips for errands or other purposes. Data collected in 2000 by the Twin Cities Metropolitan Council shows that only 12.8 percent of trips in the Seven County Metropolitan Area involved a person traveling from home to work or from work to home, indicating that commuting represents a small portion of overall travel behavior.

Year-Round Sampling

The ACS is administered year-round, sampling about 5,000 Minneapolis residents or approximately 420 individuals per month. Because walking, and especially bicycling, are more prevalent in warmer months, these modes may be underrepresented when compared to geographies in warmer climates. Year-round sampling may also yield inconsistent results from year to year and may be impacted by abnormally harsh or mild winters.

Primary Commuting Mode

The ACS question asks for an individual's "usual" and "primary" mode of transportation. If an individual walks or bicycles to work one or two days a week, those trips are not counted. Also, if an individual walks or bicycles a short distance to a transit station, that trip is not counted in cases where the transit portion of the trip is longer than the walking or bicycling portion of the trip. For this reason, bicycling and especially walking are significantly underrepresented because those two modes are integral parts of most transit trips.

Other Data Sources

In addition to regular ACS estimates, other data sources on commuting and travel behavior are available for Minneapolis including the ACS Public Use Microdata Sample and the Metropolitan Council's Travel Behavior Inventory.

ACS Public Use Microdata Sample

ACS results are also released as part of the Public Use Microdata Sample (PUMS), allowing the public to view full responses for a subsample of questionnaires. To protect the confidentiality of respondents, personal identification is suppressed and some data is randomly switched with neighboring geographies. While the data set provides a high level of detail, the data should not be analyzed without a full knowledge of the statistical implications. PUMS data is currently available for all ACS estimate types for geographies with a population of 65,000 or more.

Metropolitan Council Travel Behavior Inventory

The Twin Cities Metropolitan Council collects detailed trip data every 10 years through its Travel Behavior Inventory (TBI). The most recent TBI, conducted in 2000, indicates that 4.5 percent of all trips made by Minneapolis residents are by bicycle and 13.6 percent are by walking. Compared to the Seven-County Metropolitan Area, bicycling and walking account for 1.5 and 5.6 percent of trips, respectively. The 2010-2011 survey sampled 13,000 households throughout a 19 county sample area. Data is expected to be released later in 2013.

City of Minneapolis Resident Survey

Periodically, the City of Minneapolis contracts with the National Research Center, Inc. to conduct a citywide resident survey. The Minneapolis Resident Survey gives residents the opportunity to rate the quality of life in the city, service delivery and their satisfaction with local government. In 2012, a survey question asked residents the frequency in which they use various modes of transportation to "get around the city." Five percent of residents said they "always" bicycle and 19 percent said they "always" walk. Another 17 percent of residents said they "frequently" bicycle and another 41 percent said they "frequently" walk.

Highlights of the Data through 2011

Bicycle Commuting of Minneapolis Residents

The 2011 one-year estimate for bicycle commuters was 6,670 of an estimated 197,791 workers, or 3.4 percent of the commute mode share. This is down from a 3.5 percent in 2010 and a high of 4.3 percent in 2008.

Based on 2011 one-year estimates, Minneapolis ranks fourth among the nation's 70 largest cities. The current U.S. bicycle mode share is 0.56 percent.¹

Bicycle commuter mode shares for other Minnesota cities include Saint Cloud at 1.3, Saint Paul at 1.2 percent, Bloomington at 0.9 percent, Duluth at 0.8 percent and Rochester at 0.7 percent.

¹ Based on data compiled by the League of American Bicyclists.

Walking Commuting of Minneapolis Residents

The 2011 one-year estimate for walking commuters was 11,483 of an estimated 197,791 workers, or 5.8 percent of the commute mode share. This is down from 6.7 percent in 2010 and a high of 7.1 percent in 2006.

Based on 2011 one-year estimates, Minneapolis ranks 14th among the nation's 70 largest cities. The current U.S. walking mode share is 2.8 percent.¹

Walking commuter mode shares for other Minnesota cities include Duluth at 6.2 percent, Rochester at 4.4 percent, Saint Paul at 4.1 percent, Saint Cloud at 3.5 percent and Bloomington at 2.4 percent.

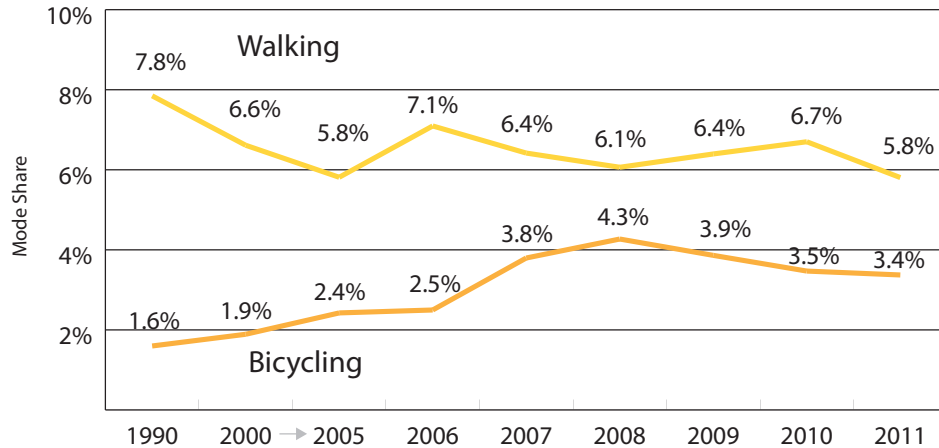


Figure 1 - Walking and bicycling commute mode share for Minneapolis residents, 1990-2011.
Source: U.S. Census Bureau Decennial Census 1990-2000, American Community Survey 2005-2011

Gender

The 2006-2011 five-estimate indicates that 36 percent of Minneapolis bicycle commuters in the five-year estimate are women. This is compared to 26 percent nationally.

The 2006-2011 five-estimate indicates that 42 percent of Minneapolis walking commuters in the five-year estimate are women. This is compared to 46 percent nationally.

Other Modes

Compared to other modes, bicycling and walking represent a relatively small share of commuting trips. Over 60 percent of Minneapolis residents drive alone to work and about 15 percent use public transit.

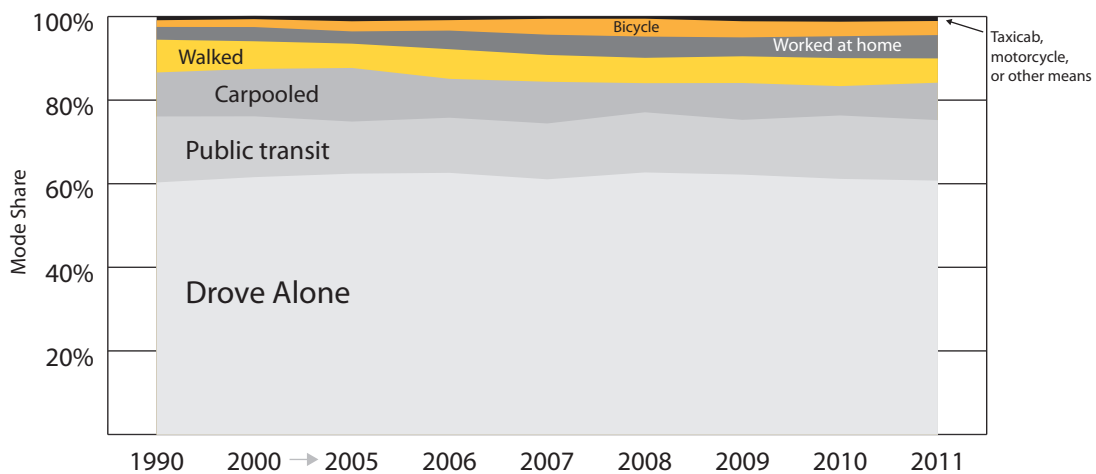


Figure 2 - Commute mode share for Minneapolis residents, 1990-2011. Source: U.S. Census Bureau Decennial Census 1990-2000, American Community Survey 2005-2011

¹ Based on data compiled by the League of American Bicyclists.

Geographic Distribution of Bicycle and Walking Commuters

Five-year ACS estimates are available at smaller geographies, including the census tract level. Mapping journey to work data for Minneapolis reveals a clear correlation between commute mode choice, land use type and resident's distance from employment centers. The most concentrated areas for bicycle and walking commuting are proximate to downtown or the University of Minneapolis campus. Minneapolis residents who primarily commute by car tend to be concentrated in census tracts farther away from these activity centers. Mapped data for all bicycle and walking commuting is provided in the Appendix.

Additional Resources

City of Minneapolis Sustainability Indicators
www.minneapolismn.gov/sustainability/indicators/index.htm

U.S. Census Bureau
www.census.gov

American Community Survey
www.census.gov/acs/www

Public Use Microdata Sample
www.census.gov/acs/www/data_documentation/pums_data

Metropolitan Council Travel Behavior Inventory
www.metrocouncil.org/planning/transportation/TBI

City of Minneapolis Resident Survey
www.minneapolismn.gov/coordinator/rm/WCMS1P-104458

League of American Bicyclists
www.bikeleague.org

Person 1 (continued)

29 a. LAST WEEK, did this person work for pay at a job (or business)?

- ☐ Yes → SKIP to question 30
☐ No – Did not work (or retired)

b. LAST WEEK, did this person do ANY work for pay, even for as little as one hour?

- ☐ Yes
☐ No → SKIP to question 35a

30 At what location did this person work LAST WEEK? If this person worked at more than one location, print where he or she worked most last week.

a. Address (Number and street name)

If the exact address is not known, give a description of the location such as the building name or the nearest street or intersection.

b. Name of city, town, or post office

c. Is the work location inside the limits of that city or town?

- ☐ Yes
☐ No, outside the city/town limits

d. Name of county

e. Name of U.S. state or foreign country

f. ZIP Code

31 How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

- | | |
|---|--|
| <input type="checkbox"/> Car, truck, or van | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Bus or trolley bus | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Streetcar or trolley car | <input type="checkbox"/> Walked |
| <input type="checkbox"/> Subway or elevated | <input type="checkbox"/> Worked at home → SKIP to question 39a |
| <input type="checkbox"/> Railroad | <input type="checkbox"/> Other method |
| <input type="checkbox"/> Ferryboat | |
| <input type="checkbox"/> Taxicab | |

J Answer question 32 if you marked "Car, truck, or van" in question 31. Otherwise, SKIP to question 33.

32 How many people, including this person, usually rode to work in the car, truck, or van LAST WEEK?

Person(s)

33 What time did this person usually leave home to go to work LAST WEEK?

Hour Minute ☐ a.m.
☐ p.m.

34 How many minutes did it usually take this person to get from home to work LAST WEEK?

Minutes

K Answer questions 35 – 38 if this person did NOT work last week. Otherwise, SKIP to question 39a.

35 a. LAST WEEK, was this person on layoff from a job?

- ☒ Yes → SKIP to question 35c
☐ No

b. LAST WEEK, was this person TEMPORARILY absent from a job or business?

- ☐ Yes, on vacation, temporary illness, maternity leave, other family/personal reasons, bad weather, etc. → SKIP to question 38
☐ No → SKIP to question 36

c. Has this person been informed that he or she will be recalled to work within the next 6 months OR been given a date to return to work?

- ☐ Yes → SKIP to question 37
☐ No

36 During the LAST 4 WEEKS, has this person been ACTIVELY looking for work?

- ☐ Yes
☐ No → SKIP to question 38

37 LAST WEEK, could this person have started a job if offered one, or returned to work if recalled?

- ☐ Yes, could have gone to work
☐ No, because of own temporary illness
☐ No, because of all other reasons (in school, etc.)

38 When did this person last work, even for a few days?

- ☐ Within the past 12 months
☒ 1 to 5 years ago → SKIP to **L**
☐ Over 5 years ago or never worked → SKIP to question 47

39 a. During the PAST 12 MONTHS (52 weeks), did this person work 50 or more weeks? Count paid time off as work.

- ☐ Yes → SKIP to question 40
☐ No

b. How many weeks DID this person work, even for a few hours, including paid vacation, paid sick leave, and military service?

- ☐ 50 to 52 weeks
☐ 48 to 49 weeks
☐ 40 to 47 weeks
☐ 27 to 39 weeks
☐ 14 to 26 weeks
☐ 13 weeks or less

40 During the PAST 12 MONTHS, in the WEEKS WORKED, how many hours did this person usually work each WEEK?

Usual hours worked each WEEK



Excerpt Page from 2011 American Community Survey Questionnaire Guide

Journey to Work Instructions Highlighted

If the person worked in a foreign country or Puerto Rico, Guam, etc., print the name of the country on the state or foreign country line.

- 31.** Mark only one box to indicate the method of transportation used to travel the *longest distance* to work last week.
- Mark the "**Car, truck, or van**" box if the person drove a station wagon, company car, light truck of 1-ton capacity or less, truck cab, mini bus, or private limousine (NOT for hire).
 - Mark the "**Streetcar or trolley car**" box if the person took light rail or other vehicle that operates on tracks or rails with overhead electrical wires.
 - Mark the "**Subway**" box if the person took a subway, or other vehicle that operates on tracks or rails with complete separation from other vehicle and pedestrian traffic.
 - Mark the "**Railroad**" box if the person took Amtrak, or any other commuter train with occasional railroad crossings for vehicle and pedestrian traffic.
 - Mark the "**Taxicab**" box if the person took a limousine such as an airport limousine for which a fare is charged.
 - Mark the "**Motorcycle**" box if the person rode a motorbike, moped, motor scooter, or similar vehicle that is motor driven.
 - Mark the "**Bicycle**" box if the person rode a bicycle or other vehicle that is pedaled.
 - Mark the "**Walked**" box **ONLY** if the person walked all the way to work and used no other means of transportation.
 - Mark the "**Worked at home**" box if the person worked on a farm where he/she lives, or an office or shop in the person's own home.
 - Mark the "**Other method**" box if the person took an airplane, helicopter, horse, horse and buggy, boat (other than public ferries), large motor home, dog sled, large truck or truck rig, All-Terrain Vehicle (ATV), snow machine/snowmobile, Segway® or other self-balancing electric vehicle, skateboard, inline skates, or motorized chair.

ANSWER PERSON QUESTION 32 IF YOU MARKED "CAR, TRUCK, OR VAN" IN QUESTION 31.

- 32.** *If the person was driven to work by someone who then drove back home or to a non-work destination, enter "1" in the box labeled **Person(s)**.*
- DO NOT** include persons who rode to school or some other non-work destination in the count of persons who rode in the vehicle.
- 33.** Give the time of day the person usually *left home to go to work*.
DO NOT give the time that the person usually began his or her work.

Complete Data: Decennial Census and ACS 1-Year Estimates

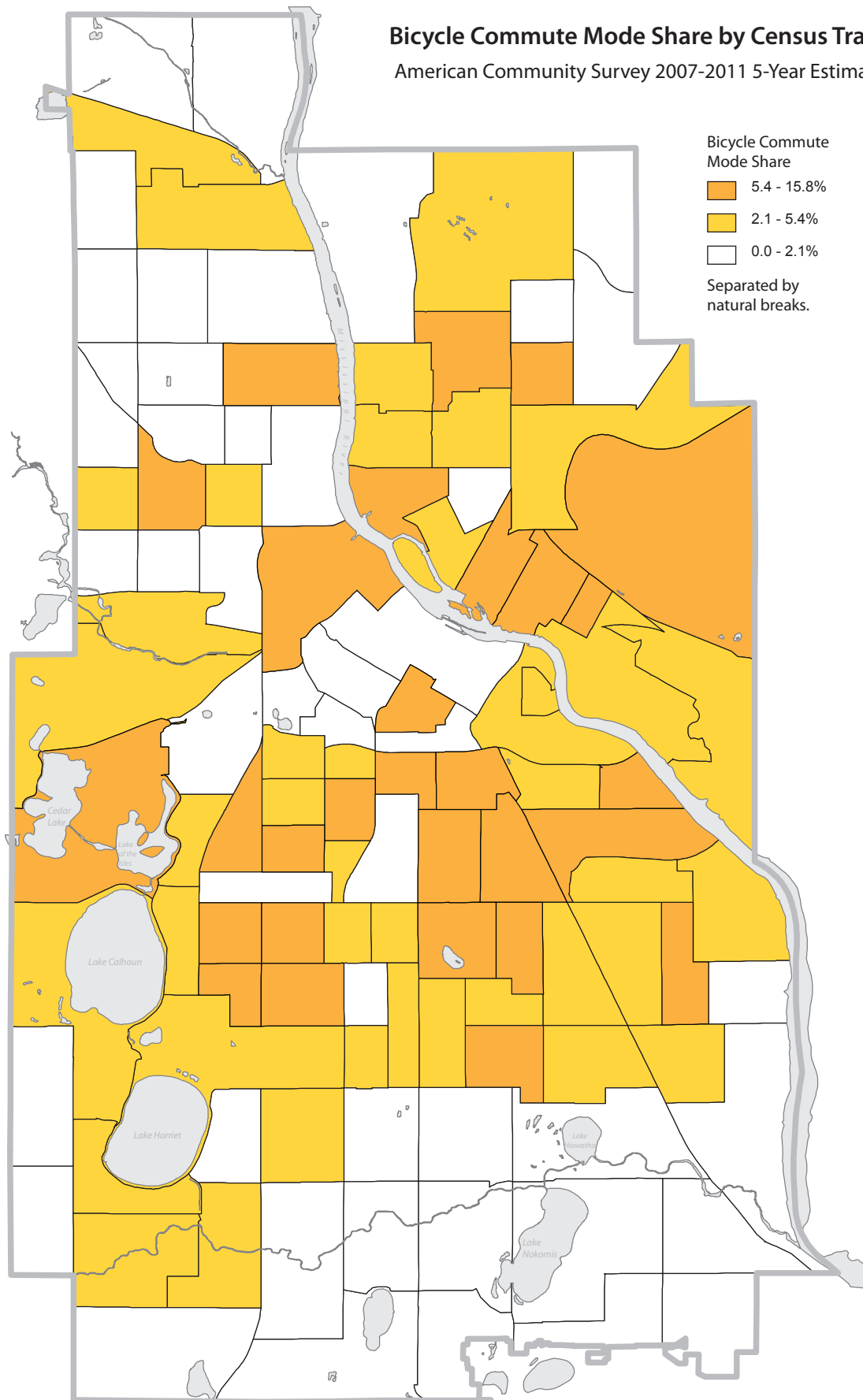
Mode	Measure	Decennial Census		ACS 1-year Estimates						
		1990	2000	2005	2006	2007	2008	2009	2010	2011
Bicycle	Count	3,014	3,856	4,589	4,835	7,198	8,164	8,036	6,969	6,670
	%	1.6%	1.9%	2.4%	2.5%	3.8%	4.3%	3.9%	3.5%	3.4%
	MOE	-	-	868	948	1,463	1,449	1,445	1,322	1,298
	MOE %	-	-	0.5%	0.5%	0.8%	0.8%	0.7%	0.7%	0.7%
	Low %	-	-	2.0%	2.0%	3.0%	3.5%	3.2%	2.8%	2.7%
	High %	-	-	2.9%	3.0%	4.6%	5.0%	4.6%	4.1%	4.0%
Carpooled	Count	19,837	23,132	24,277	17,997	18,918	13,309	18,341	14,087	17,710
	%	10.5%	11.3%	12.8%	9.3%	10.0%	7.0%	8.8%	7.0%	9.0%
	MOE	-	-	3,693	1,950	2,437	1,921	2,445	2,149	2,267
	MOE %	-	-	2.0%	1.0%	1.3%	1.0%	1.2%	1.1%	1.1%
	Low %	-	-	10.9%	8.3%	8.7%	6.0%	7.6%	5.9%	7.8%
	High %	-	-	14.8%	10.3%	11.3%	8.0%	10.0%	8.1%	10.1%
Drove Alone	Count	113,703	125,583	118,131	121,196	115,771	119,877	129,381	122,836	120,139
	%	60.3%	61.6%	62.4%	62.6%	61.1%	62.7%	62.2%	61.2%	60.7%
	MOE	-	-	5,944	5,631	4,505	4,945	4,683	5,064	4,578
	MOE %	-	-	3.1%	2.9%	2.4%	2.6%	2.3%	2.5%	2.3%
	Low %	-	-	59.3%	59.7%	58.7%	60.1%	59.9%	58.6%	58.4%
	High %	-	-	65.5%	65.5%	63.4%	65.3%	64.4%	63.7%	63.1%
Public Transit	Count	29,779	29,681	23,597	25,533	25,333	27,517	27,260	30,488	28,635
	%	15.8%	14.6%	12.5%	13.2%	13.4%	14.4%	13.1%	15.2%	14.5%
	MOE	-	-	3,072	2,647	2,711	2,605	3,263	3,187	2,999
	MOE %	-	-	1.6%	1.4%	1.4%	1.4%	1.6%	1.6%	1.5%
	Low %	-	-	10.8%	11.8%	11.9%	13.0%	11.5%	13.6%	13.0%
	High %	-	-	14.1%	14.6%	14.8%	15.8%	14.7%	16.8%	16.0%
Taxicab, motorcycle, or other means	Count	1,673	1,597	2,146	1,672	1,028	993	2,345	2,488	2,101
	%	0.9%	0.8%	1.1%	0.9%	0.5%	0.5%	1.1%	1.2%	1.1%
	MOE	-	-	544	694	338	375	690	764	571
	MOE %	-	-	0.3%	0.4%	0.2%	0.2%	0.3%	0.4%	0.3%
	Low %	-	-	0.8%	0.5%	0.4%	0.3%	0.8%	0.9%	0.8%
	High %	-	-	1.4%	1.2%	0.7%	0.7%	1.5%	1.6%	1.4%
Walked	Count	14,798	13,488	11,004	13,735	12,169	11,592	13,308	13,458	11,483
	%	7.8%	6.6%	5.8%	7.1%	6.4%	6.1%	6.4%	6.7%	5.8%
	MOE	-	-	2,168	1,897	1,417	1,578	2,404	1,961	1,629
	MOE %	-	-	1.1%	1.0%	0.7%	0.8%	1.2%	1.0%	0.8%
	Low %	-	-	4.7%	6.1%	5.7%	5.2%	5.2%	5.7%	5.0%
	High %	-	-	7.0%	8.1%	7.2%	6.9%	7.6%	7.7%	6.6%
Worked at Home	Count	5,754	6,936	5,550	8,623	9,195	9,736	9,405	10,527	11,053
	%	3.1%	3.4%	2.9%	4.5%	4.8%	5.1%	4.5%	5.2%	5.6%
	MOE	-	-	1,036	1,565	1,421	1,654	1,515	1,628	1,373
	MOE %	-	-	0.5%	0.8%	0.7%	0.9%	0.7%	0.8%	0.7%
	Low %	-	-	2.4%	3.6%	4.1%	4.2%	3.8%	4.4%	4.9%
	High %	-	-	3.5%	5.3%	5.6%	6.0%	5.2%	6.1%	6.3%
Total Workers	Count	188,558	203,951	189,294	193,591	189,612	191,188	208,076	200,853	197,791
	MOE	-	-	6,466	6,508	5,694	6,183	5,268	5,163	4,021
	MOE %	-	-	3.4%	3.4%	3.0%	3.2%	2.5%	2.6%	2.0%
Population	Count	368,383	382,681	350,260	369,051	351,184	360,914	385,384	383,280	387,736
	MOE	-	-	11,740	9,889	9,501	10,146	41	46	72
Unweighted Sample of Population	Count	-	-	4,946	5,421	5,052	5,230	5,465	5,112	6,975

Complete Data: ACS 3-Year and 5-Year Estimates

Mode	Measure	ACS 3-year Estimates					ACS 5-year Estimates		
		2005-2007	2006-2008	2007-2009	2008-2010	2009-2011	2005-2009	2006-2010	2007-2011
Bicycle	Count	5,424	6,770	8,585	8,029	7,162	7,171	7,472	7,808
	%	2.8%	3.5%	4.1%	4.0%	3.6%	3.5%	3.7%	3.9%
	MOE	565	795	870	869	664	531	632	584
	MOE %	0.3%	0.4%	0.4%	0.4%	0.3%	0.3%	0.3%	0.3%
	Low %	2.5%	3.1%	3.7%	3.5%	3.2%	3.3%	3.4%	3.6%
	High %	3.1%	4.0%	4.6%	4.4%	3.9%	3.8%	4.0%	4.1%
Carpooled	Count	20,152	16,660	17,967	15,716	16,706	19,083	17,073	17,155
	%	10.6%	8.7%	8.7%	7.7%	8.3%	9.4%	8.4%	8.5%
	MOE	1,854	1,264	1,496	1,282	1,298	1,080	1,111	1,168
	MOE %	1.0%	0.7%	0.7%	0.6%	0.6%	0.5%	0.5%	0.6%
	Low %	9.6%	8.1%	7.9%	7.1%	7.7%	8.8%	7.9%	7.9%
	High %	11.5%	9.4%	9.4%	8.4%	9.0%	9.9%	9.0%	9.1%
Drove Alone	Count	117,981	118,580	127,909	125,194	123,351	126,132	124,496	124,169
	%	61.8%	62.1%	61.6%	61.6%	61.3%	61.8%	61.6%	61.4%
	MOE	2,626	2,616	2,451	2,662	2,364	2,293	2,082	1,968
	MOE %	1.4%	1.4%	1.2%	1.3%	1.2%	1.1%	1.0%	1.0%
	Low %	60.5%	60.8%	60.4%	60.3%	60.2%	60.7%	60.6%	60.4%
	High %	63.2%	63.5%	62.8%	62.9%	62.5%	63.0%	62.6%	62.3%
Public Transit	Count	24,929	25,741	28,640	29,318	28,643	27,471	28,137	28,434
	%	13.1%	13.5%	13.8%	14.4%	14.2%	13.5%	13.9%	14.0%
	MOE	1,558	1,510	1,585	1,628	1,773	1,247	1,156	984
	MOE %	0.8%	0.8%	0.8%	0.8%	0.9%	0.6%	0.6%	0.5%
	Low %	12.3%	12.7%	13.0%	13.6%	13.4%	12.9%	13.3%	13.6%
	High %	13.9%	14.3%	14.6%	15.2%	15.1%	14.1%	14.5%	14.5%
Taxicab, motorcycle, or other means	Count	1,514	1,198	1,559	1,994	2,375	1,701	1,841	1,918
	%	0.8%	0.6%	0.8%	1.0%	1.2%	0.8%	0.9%	0.9%
	MOE	361	244	315	373	447	143	272	307
	MOE %	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.1%	0.2%
	Low %	0.6%	0.5%	0.6%	0.8%	1.0%	0.8%	0.8%	0.8%
	High %	1.0%	0.8%	0.9%	1.2%	1.4%	0.9%	1.0%	1.1%
Walked	Count	12,597	12,542	13,236	13,207	12,707	13,618	13,476	12,885
	%	6.6%	6.6%	6.4%	6.5%	6.3%	6.7%	6.7%	6.4%
	MOE	1,031	1,092	1,193	1,121	1,090	925	972	892
	MOE %	0.5%	0.6%	0.6%	0.6%	0.5%	0.5%	0.5%	0.4%
	Low %	6.1%	6.0%	5.8%	5.9%	5.8%	6.2%	6.2%	5.9%
	High %	7.1%	7.1%	7.0%	7.0%	6.9%	7.1%	7.1%	6.8%
Worked at Home	Count	8,161	9,323	9,692	9,781	10,184	8,811	9,674	10,017
	%	4.3%	4.9%	4.7%	4.8%	5.1%	4.3%	4.8%	4.9%
	MOE	900	1,033	824	840	797	578	636	727
	MOE %	0.5%	0.5%	0.4%	0.4%	0.4%	0.3%	0.3%	0.4%
	Low %	3.8%	4.3%	4.3%	4.4%	4.7%	4.0%	4.5%	4.6%
	High %	4.7%	5.4%	5.1%	5.2%	5.5%	4.6%	5.1%	5.3%
Total Workers	Count	190,758	190,814	207,588	203,239	201,128	203,987	202,169	202,386
	MOE	2,605	2,960	2,605	2,507	2,602	2,017	1,790	2,183
	MOE %	1.4%	1.6%	1.3%	1.2%	1.3%	1.0%	0.9%	1.1%
Population	Count	362,513	358,896	382,060	381,401	384,178	379,499	379,631	381,833
	MOE	3,627	4,873	80	111	63	44	49	75
Unweighted Sample of Population	Count	15,419	15,704	15,776	15,829	17,967	26,143	26,302	29,726

Bicycle Commute Mode Share by Census Tract

American Community Survey 2007-2011 5-Year Estimate



Walking Commute Mode Share by Census Tract

American Community Survey 2007-2011 5-Year Estimate

